





## Intimations.

**G. FALCONER & Co.,**  
LIMITED,  
WATCHMAKERS AND JEWELLERS  
Telephone No. 993.  
**HOTEL MANSIONS.**  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, &c.  
FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.  
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

**WING KEE & CO.,**  
Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL  
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL  
FRANCISCO TSE YAT, General Manager.  
Hongkong, August 12, 1908.

## Weismann, Limited.

A CHOICE ASSORTMENT OF EASTER GOODS  
NOW ON VIEW.

EARLY ORDERS SOLICITED.

FOR  
**HOT X BUNS.**

Hongkong, July 20, 1910.

**CROWN ROYAL EXTRA CANVAS**

STRONG TARPAULINGS, MOST RELIABLE QUALITIES, FROM

**M. C. THOMSON & CO., LTD.,**  
GLASGOW.

ALWAYS IN STOCK WITH

SOLE AGENTS

**MELCHERS & CO.,**

AND THE PROMINENT SHIPCHANDLERS.

Carbonic Acid in Steel Cylinders and  
Aerated Water Machines

ALL ACCESSORIES FOR SAME.

**MELCHERS & CO.**

Make no Mistake  
about it!



**WATSON'S**  
**SCOTCH WHISKY**  
No. 10  
or the best from Dundee. Demand it.  
Agents for Hongkong: F. BLACKHEAD & Co.

## ENO'S 'FRUIT SALT'

A HOUSEHOLD REMEDY FOR

All Functional Derangements of the Liver,  
Temporary Congestion arising from Alco-  
holic Beverages, Errors in Diet, (Eating  
or Drinking), Bilio-sickness, Sick Headache,  
Giddiness, Oppression or Feeling of Melan-  
choly, Vomiting, Heartburn, Sourness of  
the Stomach, or Constipation. It is a  
Refreshing and Invigorating Beverage,  
most valuable to Travellers, Emigrants,  
Sailors, and Residents in Tropical Climates.

ENO'S 'FRUIT SALT' is the most effective of the Liver, Bowels, Skin, and  
Genital system, thus the best in the world for the treatment of all  
the above ailments. There is no doubt that when it is taken in the early  
stages of a disease, it has an inestimable influence, preventing a serious illness.  
CAUTION.—Beware of the cheap imitations and see that it is marked ENO'S 'FRUIT SALT'  
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, London.  
Sole Agents for Hongkong: F. BLACKHEAD & Co.

## Intimations.

**ITSU BISHI GOSHI KWAISHA**  
(ITSU BISHI CO.)  
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-  
SIMA, OCHI, MUTABE, HOJO,  
KANADA, NAMAZUTA, SANO,  
SHINNEW and KAMIYAMADA  
Colliers.

SOLE AGENTS FOR KUSHIDAKE  
COAL.

HEAD OFFICE—TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,

Wakamatsu, Kobe, Osaka,

Shanghai, Hongkong, Hankow

For Address see above: IWASAKI,  
Godokoro, 41, ARO 5th Ed., Western Union.

## AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &  
Co.

MANILA: Messrs Macdonald &  
Co.

SINGAPORE: Messrs Borneo Co.  
Ltd.

For particulars, apply to

H. OISHI,  
Manager,  
No. 2, Pender Street,  
Hongkong.

Hongkong, January 9, 1909.

HONGKONG CORINTHIAN YACHT  
CLUB.

SMOKING CONCERT.

A SMOKING CONCERT will be held  
at the Club House on SATURDAY,  
April 8th, at 9 p.m.

The following will be held on SUN-  
DAY, April 9th, at the Club House, Racing  
to commence at 10 a.m.

Members and their friends are cordially  
invited to both events.

ALEX. P. STORRIE,  
Hon. Secretary.

Hongkong, April 3, 1911.

**CHEONG HING.**

HAS ALWAYS ON HAND  
A LARGE ASSORTMENT OF  
CURIOS, PORCELAIN, JADES, ONE  
AND SILK EMBROIDERIES.

INSPECTION SOLICITED.

HONGKONG, No. 77, QUEEN'S  
ROAD CENTRAL.

Hongkong, October 13, 1910.

**NOTICE.**

MR. LI HON FAN, a Chinese graduate  
in the Far East. THE ONLY LAUN-  
DRY IN THE COLONY UNDER  
EUROPEAN SUPERVISION.

Fitted with Water, Regular Delivery,  
Flannels and underwear washed by skilled  
Japanese.

Monthly rates quoted. Dry cleaning a  
specialty. Depot No. 4, Bonaparte Road,  
Avenue. Tel. K32.

R. WOOD,  
Manager.

Hongkong, January 27, 1911.

**STEAM LAUNDRY CO.,**  
YAUMATI.

ESTABLISHED 1899.

THE only successful Steam Laundry in  
the Far East. THE ONLY LAUN-  
DRY IN THE COLONY UNDER  
EUROPEAN SUPERVISION.

Fitted with Water, Regular Delivery,  
Flannels and underwear washed by skilled  
Japanese.

Monthly rates quoted. Dry cleaning a  
specialty. Depot No. 4, Bonaparte Road,  
Avenue. Tel. K32.

R. WOOD,  
Manager.

Hongkong, January 27, 1911.

**Popular -**

**ASAHI BEER**

Obtainable EVERYWHERE

SOLE AGENTS

**ITSU BISHI GOSHI KWAISHA.**

Hongkong, December 17, 1910.

THE CORONATION  
PREPARATIONS.

(From Our London Correspondent.)

LONDON, March 7.

The Coronation rush is setting in already  
so far as accommodation is concerned. With  
the Court officials snatching up all the best  
hotel suites to accommodate official foreign  
representatives, millionaires are being  
pressed high into the bidding to get what  
they want. And outside the hotels there  
are some big prices going. For instance,  
Mr. John Hays Hammond, the mining  
expert who was sentenced to death for  
complicity in the Jameson Raid, but  
escaped under commutation later, is com-  
ing as the special envoy of the United  
States, for he is a close friend of the  
President.

He has ample millions at his command  
and to begin with he has taken No. 1,  
Tratton Street, the residence that has  
long been famous as the headquarters of the  
Court family, for six weeks for £12,000.  
There he is reported to intend to hold a  
fancy dress ball at Coronation time that  
will eclipse even the similar event given at  
Devonshire House, next door, in 1897.  
A further rumour that does not appear to  
be so well founded is to the effect that this  
is the millionaire's splendid way of breaking  
into London life, prior to relieving Mr.  
Whitelaw Reid, the present American  
Ambassador, when he retires. So at the  
Coronation it will be interesting, among  
other things, to see two of the most com-  
modious houses in London—Ambassador  
Reid's Dorchester House in Park Lane  
being one of them—being occupied by  
representatives in a sort of friendly rivalry  
of sumptuous hospitality.

Cricketers are very much disappointed to  
hear that Prince Ranjitsinghji will not come  
over this summer to command the Indian  
cricket team that is to meet our home  
players on English grounds. Cambridge  
will be especially sorry, for I well remember  
how popular the Prince was in my day  
there, among town and gown alike. The  
Captain of the team, in consequence of this  
decision, will be the young Maharajah of  
Patiala. He succeeded to his father's vast  
independent state ten years ago and to-day  
is just sixteen. Lord Minto installed  
him on the throne last autumn, just before  
the retiring Viceroy handed the office over  
to Lord Hardinge.

He has never visited England, but re-  
ports that have come over describe him as  
being a fine, open-hearted fellow, with any  
amount of enthusiasm for sport. His  
father was a keen cricketer and got J. T.  
Hearne over to India to instruct the Patiala  
team, so that the young Prince learned  
cricket from his earliest days. Then his  
tutor, Mr. Mistry, one of the best players in  
the famous Parsi team that once surprised  
England, continued his instruction into  
the games field as well as the schoolroom.  
The only drawback to the Maharajah,  
I am told, is his increasing weight. If  
he continues to add flesh at his present  
rate he will not be able to do much cricket  
in another year or two. It was owing to  
the loyalty of his grandfather that the  
road was kept open in the mutiny from  
Lahore to Delhi, so that he comes of a fine  
fighting stock—a fact that will make him  
all the more popular with those who join  
with England in celebrating the Coronation  
in June.

Queen Mary is having her jewels over-  
hauled for the great event. She herself  
has been surprised by the extent of the  
jewels that are at her disposal. Queen  
Alexandra still has some jewels that will  
presently return to the Crown Jewels room,  
but there are several pieces left that have  
not seen the light of a public ceremony for  
long enough. Besides these, Queen Mary  
has many pieces she had forgotten about  
till the approaching celebrations prompted  
her to go over her belongings. She is not  
particularly fond of jewellery as a matter  
of fact, but she has a very fine notion of  
what is necessary for the dignity of the  
coronation of a British queen, so it may  
safely be predicted that she will appear to  
greater force in these events of the summer  
than any other queen, save of course  
Queen Victoria, who was an actual reigning  
sovereign and not a consort.

As to the plans for visiting Ireland,  
there is every prospect of a reception there  
that will astonish the world that considers  
the "old soil" to be a something like of  
unrest. It is curious how much of Ireland  
has been labelled after similar visits.  
Kingston was so named because George  
IV landed there ninety years ago. The  
ancient name was Dunlany. So when it  
came to Queen Victoria's turn to cross to  
the Emerald Isle there was some doubt as  
to how she could secure a similar  
moment of her call. At last it was  
decided that she should land at the Cove  
of Cork and thereafter the place was named  
Queenstown. In King Edward's day there  
was that difficulty of finding a fresh land-  
ing place and it remains to-day for King  
George. Either he must go a long way  
round or he must land on some spot where  
there is but little population if he would  
darken the point of disembarkation.  
Very likely he will go to Kingston as the  
place that serves for all the Georges.

It is recalled that Royal visits to Ireland  
have been very successful. King Edward  
had a tremendous reception when he was  
there and cheerfully bore tribute to the  
warmth of it. But Queen Victoria went  
there for the first time under less auspicious  
circumstances. Several leaders of Irish  
opinion had been condemned to death not  
long before, and then great agricultural  
distress had come upon whole territories in  
the island. Such was the depression in the  
land and the brooding discontent abroad  
among the people that people asked  
whether any loyalty to the throne re-  
mained. But they were respectful, if not

(Continued on Page 3.)

## Intimations.

THEATRE ROYAL

THE

**BANDMANN OPERA CO.,**

MONDAY & TUESDAY,

April 10th & 11th.

**THE CHOCOLATE SOLDIER.**

WEDNESDAY & THURSDAY,

April 12th & 13th.

**THE QUAKER GIRL.**

IMPORTANT ANNOUNCEMENT.

The Notice at booking Office 'Seats will

be sold after 2 o'clock on day previous to

performance.

Monday's seats will be sold after 12

o'clock Saturday, unless taken up.

PRICES OF ADMITTANCE.—Dress Circle and

First Rows Orchestra Stalls \$3.50. Stalls

\$3. Pit Stalls \$2. Pit \$1.

Plans now open at Messrs S. MOU-

TRIE & Co., Chater Road.

Hongkong, March 24, 1911.

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL

MEETING of the above Company will be

held at the HONGKONG HOTEL, Hongkong,

on WEDNESDAY, the 10th day of APRIL,

1911, at 11.30 o'clock in the forenoon.

When the subject of the Resolution which

was passed at the Extraordinary General

Meeting of the Company held on Monday

March 20th, 1911, will be discussed.

Notice for Confirmation of Special Resolu-

tions.

(1) That Article No. 80 of the Articles

of Association of the Company, which

now reads:—

"As remuneration for their services

the general managers shall retain

or be paid out of the funds of the

company a salary at the rate of

seven thousand five hundred

dollars per annum; and a commis-

sion of five per centum on the net

profits of the company in every

year in which the net profits shall

amount to seven per centum of

the capital of the company"

be amended by substituting there

in which the net profits shall

amount to seven per centum of

the capital of the company

in the sixth and seventh lines thereof.

(2) That Article No. 92 of the Articles

of Association of the Company, which

now reads:—

"The consulting committee other

than the general managers shall

be paid out of the funds of the

company by way of remuneration

two thousand five hundred dollars

per annum; and the net profits

amount to seven per centum of

the capital of the Company and such

remuneration shall be divided

among them in such proportion

and manner as the consulting com-

mittee may determine and in

default equally.

be struck out and that in lieu thereof

the following Article be inserted:—

Article No. 92

"Each member of the consulting

committee shall receive a number of

the general managers shall

be paid out of the funds of the

company by way of remuneration

for his services the sum of five

hundred dollars per annum.

(3) That Article No. 104 of the Articles

of Association be struck out and that

in lieu thereof the following Article

be inserted, namely:—

Article No. 104

"All dividends unclaimed for one

month after having been declared

shall be invested or otherwise made

use of by the general managers for

the benefit of the company until

claimed, and all dividends un-

claimed for five years after having

been declared may be forfeited by

the general managers for the

benefit of the company. This

clause shall not be deemed to con-

stitute the company a trustee of

unclaimed dividends and no divid-

ends shall bear interest as against

the company and no dividend shall

not be deemed a specialty.

(4) That the above resolutions shall be

retrospective in their effect and that

the alterations in the Articles of As-

sociation of the company thereby

effected shall be deemed to have been

effected and to have come into force

on the first day of January, 1910.

Dated this 3rd day of April, 1911.

By Order,

JOHN D. HUMPHREYS & SON,  
General Managers.

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UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the

THIRTY-EIGHTH ORDINARY

YEARLY MEETING of the Society will

be held at its Head Office, No. 2, Queen's

Buildings, Hongkong, on WEDNESDAY,

the 26th April, 1911, at 12.30 for the

purpose of receiving the report of the

Directors together with the Statement of

Accounts to 31st December, 1910, and of

declaring Dividends, &c.

The TRANSFER BOOKS of the So-

ciety will be CLOSED from 16th April

to the 26th April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,  
Secretary.

Hongkong, March 22nd 1911.

411

CHINA TRADERS' INSURANCE CO.,  
LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the

FOURTY-SEVENTH ORDINARY

YEARLY MEETING of the Company













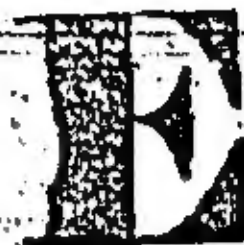


## A. S. Watson &amp; Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

## SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. Watson &amp; Co., Ltd.

## S. MOUTRIE &amp; Co.,

LIMITED.

## THE HOME

OF THE VICTOR

NEW RECORDS AND MACHINES

BY EVERY MAIL

## THE

MOST UP TO-DATE

STOCK

300 Machines

and

12,000 Records

TO SELECT FROM

LIMITED.

Hongkong, April 16, 1907.

## WM. POWELL,

LIMITED.

Gentlemen's Outfitters.

## NEW SUN HATS

Excellent Shapes.

Khaki,

Fith,

Cork,

Rubber, etc

SMART PUGGARREES.

Prices Moderate.

Wm. Powell, Ltd.,

28, QUEEN'S ROAD.

## 'EMPIRE'

CINEMATOGRAF THEATRE.

THE PIONEER HALL OF THE COLONY

DEN VERT ROAD CENTRAL.

Opposite Central Market.

2 Performances: 7.15 to 9 and 9.15 to 11.30 P.M.

GRAND SUCCESS

of the Renowned Soprano

MISS IRMA DE LEPOINTE.

The great Character Comedian

FRANK FOSTER.

COMING—Two Talented Artists.

GRAND MATINEES

EVERY SATURDAY &amp; SUNDAY, AT 4 P.M.

GREAT REDUCED PRICES.

think, however, that Young China is very daring when it essays to bring about reforms in local marriage customs at this particular time of transition and seething change. There are hundreds of other things to which they could more profitably turn their hands. Youth is proverbially daring and has to gain experience through disappointments and setbacks to-day just as their predecessors did in the very day-dawn of civilised history. But this by the way. Two suggested reforms recently came under our notice that deserve more than passing reference.

It is well known that Chinese maidens are usually married off by their parents, before they have an opportunity of expressing any opinion as to the advisability or otherwise of the proposed marriage. It is also known to many of our readers that it is a rule that after three or four days of married life the brides usually "return home in peace." That is to say, it is the rule that they return to the parents' house for a day or so. But strange regulations and local customs obtain in different parts of the country.

At the Shuntak district for instance, it is reported that these young wives when they revisit their parents will not return to their husbands, or at any rate have to be dragged back. What truth there may be in these reports the foreigner is frequently not able to discover. The conditions of married life in China, however, make it extremely likely that such is the case. The young people do not know each other; the bride is almost always a mere girl, quite unaccustomed to the ways of the world, and must necessarily be quite strange with the relatives and friends of the young man to whom she has been given in marriage. There must then be a

good deal of truth in these allegations for a new society has been formed in the Pinyue district, at a place named Kuntong, whose object is to prevent this kind of thing continuing. The members of the new society are students, and are led by one Mr. CHAN. The objects of the new association are threefold. First, they wish to make it a rule that not more than sixty dollars shall be paid for a bride to her parents. Secondly, they would limit the quantity of cakes and other things that long established rule makes necessary as presents to the girl's parents. Lastly, and this is the most important point, they would make it illegal for the girl to return to see her parents for one year, unless it is understood that she shall return to her husband in a day or so. Apparently, a good deal of preparation has been made for the inauguration of the new society for the Pinyue magistrate has been invited to be present at the first meeting when the rules are to be discussed and sanctioned. One may be permitted to remark that though well meaning students may make rules it is not always possible to have them carried into practice, when young brides are in the equation, and the experience of the past has proved that obstinate ladies are wont to have their own way when they are determined so to do, and when they take such a stand more than a mere well-meaning society is needed to coerce them from their chosen course.

Of more immediate interest to foreigners, however, is another reform which is now being ventilated in Canton. Western people are frequently led to complain that the Chinese are very dilatory in settling matters, unless they have some special object in view, which leads them to act promptly. But, apparently, not only are the officials inclined to procrastinate, when affairs in which foreigners are concerned, come up for attention, but they are often apt to let things slide in attending to their own business. The Viceroy of Canton has lately taken this matter in hand, and has expressed his determination that public business shall not be allowed to dawdle along in this way any longer. He has, therefore, appointed special commissioners whose duty it will be to go through all the districts of Kwantung province, to look into

the affairs of each magistracy, and to report thereon to His Excellency. A set time has been allowed for these commissioners to get through their work. They have to see what questions—whether they concern foreign relationships, or native affairs only—are now hung up for a time. There is no doubt that if these Commissioners do their work well a great improvement in the general administration of affairs would result, for one of the most general complaints heard is that general law cases as well as criminal matters are allowed to hang on for months and years and, often the innocent suffer terrible things, and even the guilty are punished sufficiently before their case is looked into and settled. One reason of this unhappy delay is the way in which bribery and corruption have in the past ruled the laws of the country as administered by the magistrates, so that cases are allowed to drag on in the hope and expectation that more money may be secured from either one or the other of the parties concerned. It is, therefore, a great reform in this matter a great step forward will have been taken.

## NEWS OF THE DAY.

To-day's quotation for Pam rubber, as per Messrs Vernon and Smyth is 6s. 0d.

The German Mail of the 8th March was delivered in London on the 5th April.

A Parliamentary Committee representative of all parties in being formed in England to advance the principle of unrestricted arbitration treaties.

It seems likely that the Democratic Majority in the new House of Representatives at Washington will pass an income tax law for the United States.

When Miss Alice Roosevelt was at the White House she set the rage for a certain shade of blue. Miss Helen Taft has followed suit, only her fancy has fallen upon pink.

It is said that the Scottish National Committee are pressing Mr. Asquith to receive a deputation in support of the demand for a measure of Home Rule for Scotland. If Ireland secures Home Rule, surely it logically follows that Scotland must have it.

The P. O.'s of the Royal Navy held a most successful whist drive and dance last evening in the R. G. A. Theatre. There was a good attendance for the whist, no fewer than thirty-four tables having their full complement of players. The whist terminated about 11 p.m. and after an interval dancing was indulged in, a most enjoyable evening being brought to a close at 2 a.m.

## SOCIAL AND PERSONAL.

Mr. Valentine Chirol, of *The Times*, is returning to the East, his immediate destination being the Persian Gulf.

Sir Paul Chater, who will be one of Hongkong's official representatives at the Coronation, leaves for home on May 3rd.

Leave of absence to the neighbouring countries, has been granted to Major L. E. B. Dykes, R.G.A., from 15th April to 15th July, 1911.

The King and Queen, in reply to Sir Edward Mow, have intimated their pleasure to attend a command music-hall performance at Edinburgh in July.

Major St. G. R. S. Caulfield, R.E., is the visitor to the Detention Barracks during the coming week, and Captain H. C. Cudde, 8th Rajpala, the Field Officer for the week.

Owing to an accident to the steering gear of her automobile, the vehicle, in which the Countess de Beaurepaire, a member of the old Franco-Belgian nobility, was riding in Brussels, came into collision with another. The Countess was injured and died from shock within a few minutes.

We regret to learn that Capt. Brinkley, who has been a resident of Japan for forty years and for over thirty editor of the *Japan Mail*, is lying seriously ill at his residence in Tokyo. Capt. Brinkley was A.D.C. to his uncle Sir Richard Macdonnell when the latter was Governor of Hongkong.

The Dover to Calais night boat ran on the beach midway between Brighton and Calais during a fog on March 30th. In the darkness the eighty-one passengers who were on the boat were greatly alarmed. They were all safely landed, however, and were conveyed, with the mail, in carts to Calais under an escort of gendarmes.

## THE BISHOP OF MACAO.

His Lordship Bishop I. João Paulino d'Azavedo e Castro, accompanied by his Private Secretary (the Rev. Fr. A. M. Sarmiento), arrived this forenoon by the German mail steamer *Irizar* Ludwig.

## THE ARBITRATION CASE.

At the Supreme Court this afternoon, the Chief Justice, Sir Francis Pigott, gave judgment in a special case on questions of law as stated by two arbitrators, Messrs S. H. Dutton and P. H. Holyoake, appointed by the Hongkong General Chamber of Commerce in a matter of dispute which had been referred to the Chamber by the parties concerned, Messrs Sander, Wieler and Co., and The Wing On firm, the subject of the dispute being with regard to a contract dated 12th April, 1910, in which Messrs Sander, Wieler and Co. agreed to sell to the Wing On firm ten boxes of black ducks 32½ inches wide at 7½ pence per yard, and which The Wing On firm refused to pay for on the grounds that the same were not in accordance with the order given as regards the width and that they were not of the same quality as the white ducks shown to them.

Hon. Mr. H. E. Pollock, B.C., appeared for the Wing On firm, instructed by Mr. G. K. Hall Brutton, and Mr. M. W. Slade, K.C., for Messrs Sander, Wieler and Co., instructed by Mr. Gedge.

In the course of his judgment his Lordship said that the settlement of commercial disputes by arbitration was a matter of the greatest consequence to trade, and it was one of the first importance that it should work without friction; if merchants once became disheartened with anything that the arbitrators do in the course of the proceedings, the voluntary submission which is the life of arbitration would not be forthcoming, to the great detriment of commercial enterprise. The Court knew little of what went on in the commercial world except when cases came before it but when arbitration cases did come before it, some defect in the system was generally revealed, the mere fact that one party should be dissatisfied, not with the award, but with the proceedings, tends to show that arbitration might, at least in the eyes of the complaining party, develop into arbitrariness. That was obviously the last thing which the gentlemen who voluntarily undertook the delicate duties of deciding disputes desired should be said about them.

Having dealt exhaustively with the various points his Lordship continued that one thing was clear, that having deliberately expressed an opinion the arbitrators could not, at least without the consent of the parties, continue to arbitrate, if there were any other questions outstanding, except on the footing of having found those facts. But it seemed that the reference was proceeded with, he gathered under protest, and the evidence was tendered by the sellers on certain points, so that the possibility was contemplated of the arbitrators having made a survey report which included an opinion on the facts, which it was expected the parties would accept, but which they were not bound to accept, and give another finding on the facts which they were bound to accept. At this point his Lordship said the greatest difficulty in going on as there was no question of the fitness of these gentlemen, only the simple fact that they had expressed a definite opinion on the crucial point in dispute and it would be hard for them to think, to express another. But he was bound to state that the letter mentioned constituted an award and except with the consent of the parties, the arbitration ought not to proceed. If they do consent he was ready to answer the questions by the light of what he had said in that judgment. There were three other courses, a fresh appointment of arbitrators, calling the Gordian knot by selling the goods and dividing the loss and costs, for arbitrating on that question, whether in view of all the circumstances before and after it was written, the appointment of the 5th January should be taken as equivalent to an award.

Mr. Slade said that he did not understand the judgment.

THE CHILIAN GOVERNMENT were recently notified that the British cruisers *Kent* and *Challenger* were to arrive at Valparaiso on April 4, and will stay until April 18, on a special visit, intended to compensate for the inability of the British Government to be represented at the celebrations of the Centenary of Chilean Independence.

## CHILDREN LIKE IT.

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## BANKRUPTCY COURT.

## Receiving Order Rescinded.

At the Bankruptcy Court this morning, before the Chief Justice, Sir Francis Pigott, Mr. A. M. Fletcher, Deputy Official Receiver, applied to rescind the receiving order in the case of Chan Hok Chai.

Mr. Fletcher said that at the last sitting of the court he had opposed the making of the receiving order on the ground that there were no assets, but Mr. Barlow had said there was a certain consignment of hair which would amount to about \$20,000 above the mortgage. He had made careful enquiries from the Hongkong and Shanghai Bank and found this hair did not belong to Chan Hok Chai and that he had nothing to do with it.

His Lordship—What order did I make? Mr. Fletcher—Simply a receiving order. I made the application that the receiving order be not made.

The debtor has absconded and has not come forward to assist in any way. The receiving order was rescinded.

## DEBTOR APPOINTED SPECIAL MANAGER.

In the case of R. H. Whitaker, Mr. P. W. Goldring appeared for debtor and said that he understood the application for a receiving order was not opposed.

Mr. Fletcher—No, my lord.

His Lordship—Are there any assets?

Mr. Goldring—Yes, my lord.

Whitaker be appointed special manager, as it is advisable that the business should go on.

The receiving order was made and debtor was appointed special manager.

## DEBTS TO BE PAID IN FULL.

An application was made in the case of J. C. Logan by Mr. Fletcher that Mr. J. C. Logan be appointed special manager.

Mr. Fletcher said in that case a receiving order was made on Saturday. Debtor carried on business on the harbour as a commission agent and he had a large number of book debts amongst the shipping. An arrangement would be made by which all the debts would be paid in full and he wished that Mr. Logan should carry on the business.

The application was granted.

## COMMODORE REQUESTS ORDER.

In connection with the application under section 46 of the Bankruptcy Ordinance 1891 in the case of Hyder Bros., Mr. Fletcher said that the naval authorities agreed that each of the debtors should pay to him a sum of \$20 a month out of their salaries. The Commodore asked for an order of the Court to that effect. Each debtor was drawing \$100 a month. The order was granted.

## THE PARTY WALL CASE.

The Chief Justice Sir Francis Pigott, at the Supreme Court this afternoon, gave judgment in the party wall case, which recently came before the Court. His Lordship disallowed two items of the counterclaim, \$50, the fee to Messrs Danby and Ram, and \$48 for legal expenses. The other items must be allowed. It was suggested that the claim for rent was too remote but he did not think that it was as he was at present advised. Otherwise there would be judgment for defendant on the claim and counterclaim with costs.

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(Continued.)

## THE TURKISH NAVY.

## TWO DREADNOUGHTS FROM ENGLAND.

(Reuter's Service to the China Mail.)

London, April 6.

A telegram from Constantinople states that the Council of Ministers has definitely decided to order two Dreadnoughts from Messrs Armstrongs, of England, the firm having agreed to reduce the price.

## DUMA'S NEW PRESIDENT.

(Reuter's Service to the China Mail.)

London, April 5.

M. Rodsiako, an Octobrist, has been elected President of the Duma.

## THE ESPIONAGE INCIDENT.

(Reuter's Service to the China Mail.)

London, April 5.

There is no further news.

## AMERICA AND JAPAN.

## PRESIDENT TAFT'S HOPES.

(Reuter's Service to the China Mail.)

London, April 5.

President Taft, replying to a cordial message from the Emperor of Japan on the occasion of the ratification of the Japan-America Treaty, joins with the Emperor in confident expectation that the Treaty will result in binding closer the ties which have for so long united the peoples of the United States and Japan in amity and peace.

## OFFICIAL MOVEMENTS.

(Wah Tat Yee Lo's Service.)

PEKING, April 5.

The Grand Council has despatched a further telegram to H.E. Leang Tung Yin, ex-President of the Wai-wu-pu, requesting him to return to China immediately.

H.E. Chang Yin, minister to Washington, has reported to the Throne that H.E. Leang Tung Yin is leaving America for Germany.

## MONGOLIAN BOUNDARIES.

(Wah Tat Yee Lo's Service.)

PEKING, April 5.

The Russian Minister has approached the Wai-wu-pu and suggested that a high official should without delay be delegated to defining the Mongolian boundaries.

The transport of the White Star liner *Titanic's* rudder and stern-post, which form the largest casting ever made, from Dartmouth to Hartlepool, necessitated the suspension of traffic on both up and down railway lines. The voyage by sea to Belfast was completed without adventure.

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The Best and Most Palatable

## GINS

ON THE MARKET.

Per Doz. \$14.

SOLE AGENTS—

H. Price &amp; Co., Ltd.

12, Queen's Road Central Hongkong.

Telephone No. 135.



## THE CHINA ASSOCIATION.

## ANNUAL MEETING OF THE HONGKONG BRANCH.

## Chairman Indisposed.

In the unavoidable absence of Mr. Murray Stewart through indisposition, Mr. H. W. Robertson presided over the annual meeting of the Hongkong branch of the China Association, which was held at the City Hall on Wednesday afternoon. There were also present Messrs J. W. C. Bonnar, R. Hancock, W. G. Humphreys, F. H. Armstrong, and N. J. Stabb, committee; T. F. Hough, H. W. Looker, D. K. Moss, A. Forbes, G. S. Gublay and the secretary, Mr. A. S. D. Coudland.

## THE CHAIRMAN'S INDIPOSITION.

Mr. H. W. Robertson said—Gentlemen, Before proceeding to the ordinary business of the meeting, I greatly regret to have to inform you that, owing to indisposition, our chairman, Mr. Murray Stewart, is unable to be with us today. My colleague on the committee has deputed me to take his place, so far as it is possible, and if it is likewise your pleasure I shall proceed to read to you, as he proposed to do, the annual report for the year, supplemented by a few observations thereon which it was his intention to offer. With your permission I shall dispense with the formality of reading the report of the committee and the minutes of the last annual meeting. Similarly I propose to take as read the minutes of the last annual meeting, copies having been subsequently printed and circulated to each member. I now lay on the table the report of the committee and the minutes for the year. The report I shall read.

## ANNUAL REPORT.

The report was as follows:— In presenting to you a report upon the work of this branch of the China Association during 1910, your committee make no apology for its brevity. The situation in South China has undergone but little change since our last meeting and events have not seldom called for representations. With one notable exception, none of the old outstanding questions have become acute and but few new ones have arisen.

## RAILWAY DEVELOPMENT.

The question which above all others affects the economic development of South China—the progress of railway construction—has not been made the subject of correspondence, because the difficulties in the way of overcoming provincial opposition to the employment of foreign capital appeared to require time for their removal. Popular opposition to the proposal to utilize foreign capital for the construction of the northern sections of the Canton to Hankow line is probably not altogether responsible for thwarting throughout the year the efforts of diplomacy to bring to a successful issue negotiations in which this Colony is deeply interested. Additional difficulties may have been met with, possibly obstructing not attributable to the populace. In any case, it has seemed useless to harp on the subject, inasmuch as we have had every reason to believe that the situation as a whole was being vigilantly watched by the representatives of the powerful groups on whose co-operation the eventual achievement of the project depends. As regards the Kowloon-Canton Railway, the opening of the British section in October and of the last 25 miles of the Chinese section in December brings us within measurable distance of the establishment of through connection. This will necessitate the negotiation of a working agreement, with reference to which at the moment it is only desirable for this Association to express a hope that the issue will be favourable to the successful operation of the line as a whole, and to the large possibilities which will open out when it is linked up with the Canton-Hankow system.

## THE CURRENCY QUESTION.

The old question of a uniform currency for China entered on a new phase in May last, when an Imperial Decree was issued announcing the decision of the Central Government to mint an Imperial dollar with a subsidiary coinage to take the place of the existing provincial issues throughout the empire. The year closed without any signs of the Decree coming into force, at least in the South, but we have all along been assured by the authorities best qualified to form an opinion on Chinese affairs that a genuine effort is about to be made to rectify the crying evils of a system of separate Provincial currencies. In the face of these assurances it has not seemed necessary to make representations on the subject.

## WEST RIVER PIACRY.

There has been no recrudescence of piracy in the Delta of the West River, owing no doubt to the presence of the gunboat flotilla organized for its suppression, and although brigandage on land has been frequently reported, no cases have been brought to our knowledge which would have justified the plea that there was direct interference with foreign trade.

## THE OPIUM TAX.

The imposition of a new tax on raw opium and the institution of a virtual monopoly on that commodity by the ex-Viceroy of Canton led to our making a series of representations to the Home Branch. We objected to the Viceroy's action on the broad ground that the only comprehensible basis of the recent agreement between the Indian and Chinese Governments was that existing conditions were to be maintained during the transitional period in which the opium trade is to be gradually extinguished. It appeared to us that the Kwangtung Provincial Authorities sought to superimpose new and onerous conditions on the trade, and that under the circumstances this was inadmissible. We opposed the idea of allowing the transition which they set up to

become a subject of diplomatic discussion, and later, when it became evident that the British Government were inclined to yield on this point, we urged that a return to the status quo ante should be demanded, pending the result of such discussion. No demand of the sort having been made, the discussion is proving a prolonged one. In the meanwhile, the Kwangtung Authorities have taken advantage of the situation to increase the tax and at the same time to institute a more effective monopoly. This latest development led to a renewal of representations on the subject.

## TRADE MARKS.

Correspondence has passed regarding the negotiations which have been carried on between the British and Japanese Governments, on the subject of the proposed Convention for the protection of Trade Marks in China. The Honorary Secretary of this Branch attended a Conference held at the Colonial Office in London, where the proposals were discussed and explained. The proceedings and correspondence relating to this subject being confidential, it is not possible to print anything bearing on the subject, but members may rest assured that the matter has been receiving the careful consideration of your Committee.

## IMITATIONS.

Correspondence has also passed between this branch and the Colonial Government referring to certain imitations of British manufactured articles of commerce; imitations which, without infringing any Trade Marks, were none the less designed to deceive. In the case of one imitation, manufactured at Foshan, and first complained of in 1908, the Colonial Government took the matter up. H.B.M. Consul at Foshan had already reported to H.B.M. Minister at Peking, where representations were made from time to time claiming protection for the British article on the broad ground of natural justice and fair dealing. Sir John Jordan's appeal met with no response, but it is at least a subject for congratulation that genuine grievances of the kind, no matter how small, and however seemingly unimportant as affairs of State, are dealt with nowadays on their merits as matters of principle, both at the Legation and by the officials of the Colonial Government, who have throughout the year received our communications in a friendly spirit and replied in a most courteous and helpful manner.

## RETIRING COMMITTEE.

The retiring Committee consists of Messrs H. W. Robertson, C. H. Ross, N. J. Stabb, F. H. Armstrong, R. H. B. Hancock, J. W. C. Bonnar, W. G. Humphreys, A. S. D. Coudland (Honorary Secretary), and M. Stewart.

## THE CHAIRMAN'S ADDRESS.

Mr. Robertson continued that he would read the observations which Mr. Murray Stewart intended to make. They were as follows:—That, gentlemen, is your committee's report. Its brevity is significant. It tells of an uneventful year. When I say that, I mean uneventful as far as the work of this Branch of the Association is concerned. I only mean that incidents in the development of the situation threatening to British interests have happily been few. The reference to an unchanged situation in South China was not intended to convey the idea that no changes of any sort had taken place. Sir John Jordan is reported to have said recently that there had been more progress in China in the last ten years than in the preceding three thousand. These who seek for signs of the times will find them more in evidence in the north than in the south, but even in the south signs are not wanting. For instance, the significance of various changes in the style of clothes worn is far from being confined to its artistic aspect. From that aspect most people lament the threatened disappearance of the old-fashioned Chinese costume. But from the point of view of the reformer it has its bright side. It may show a growing desire to get out of the rut of an outworn civilization and into step with the rest of the world. The influence of dress upon the mind is not a matter to be treated lightly. But without viewing it as a matter of no consequence, it is permissible to regard it as of secondary importance, and to wish that the energies of reformers were directed with equal zeal towards realising more tangible benefits than the doubtful ones to be derived from adopting foreign dress. It is natural for sympathetic friends of China to wish that, for instance, the need for improved facilities for communication and transport were realised to the full. If we are to judge by the slow progress made in educating the people up to the point where they will agree to adopt the only available means of readily removing the chief obstacle to the development of the great potential wealth of their country, it is difficult to believe that the lesson taught by experience the world over has yet sunk in. It would have a better chance of sinking in if the advantages to be derived from the construction of roads and railways were seen to affect primarily a country's internal trade. The fact that foreigners for the last sixty years have been consistently endeavouring to persuade China to allow them to build her railways, and, I think, have created a suspicion that the benefits to be derived therefrom will chiefly accrue to their foreign trade. For foreign trade would of course benefit, and her total wealth increase thereby, but far greater wealth would result from increased facilities of exchange within the Empire. The greatest stimulus to the production of wealth is facility of exchange. That is the lesson which does not seem to have sunk in to the Official Chinese mind. That is the most important economic lesson to be derived from the rulers of China from Western learning.

It must be taken to heart, it must become part of the ruler's vision. Until then the people will continue to perish, in the sense of suffering continually from being shut up in territorial compartments surrounded by barriers of language, currency barriers, local barriers, barriers of all sorts, their produce and skill restricted to narrow markets, their industry and trade hampered by the shackles forged under the 'old' system of forcing out the government of the Provinces. Those interested in maintaining that system are naturally not anxious to encourage the construction of roads and railways, for these threaten all such barriers and restrictions. Hence it is that until the old system of forcing out official positions is superseded, we need not look for much progress in this direction. I suggest this difficulty in the way of the progress of railway construction in explanation of the second paragraph of the report. There it is said that the difficulties require time for their removal. You will agree that the truth is not over-stated. Of course, we nevertheless expect soon to hear that as regards the utilisation of foreign capital to build the Hunan and Hupoh sections of the Canton-Hankow line the difficulties have been overcome, and the same may be said of the Hankow-Chengtu project. In the matter of these long-promised undertakings it is natural to suppose that the four Great Powers interested have been exercising pressure. To have exercised it last year in the face of provincial opposition—no large demand that the Central Government should ride rough shod over people who had been misled into believing that the project covered sinister foreign designs would have seemed arbitrary. Ring was required for the removal of that false impression by responsible Chinese statesmen; at least that was then a reasonable contention. Now it is reasonable to assume that the time is up. The accounts given by the Chinese authorities in relation to the construction of the line, standing to the credit of the Association is slightly larger than it was a year ago, owing to the comparatively few occasions on which it became necessary to communicate by telegram with the London branch, but it is a year ago that we began our requirements should events in China enter upon a more active phase than they have exhibited of late. There is no appendix to the report in the form of letters received or despatched. A large proportion of the correspondence of a confidential nature, but if any member wishes to peruse what has passed regarding any particular subject the correspondence for 1910 is on the table, or may be seen any time on application to the hon. secretary. Before formally moving the adoption of the report and accounts I shall be pleased to answer any questions or criticisms.

There being no questions, Mr. Robertson moved that the report be adopted, and the yearly statement of accounts as presented be passed.

## ACCOUNTS RECORDED.

Mr. Looker said—Mr. Chairman and Gentlemen—In accordance with the resolution of the Association, I am glad to say that when I first became a member of this Association many years ago I was sceptical as to whether its utility extended further than creating an opportunity for members to meet their old friends at the annual dinner in London. But I am happy to acknowledge that time, reflection, and observation have removed all misgivings, and I am convinced that the Association through its activities and energies serves to maintain vital principles which otherwise might be lost sight of, and to suggest important interests which otherwise might go by the board. The principle, as far as the working of this branch is concerned, is a quiet one. But it does not necessarily follow that your chairman and committee have exhibited less vigilance than before. (Applause.) The principle of the Association is that of a watchman; of a sentinel on the hilltops watching symptoms of danger in the valley below. The alarm must not be unduly sounded, nor the garrison called out until it is quite clear that we are not already being roused, and it is the most important, and the most important, of the chairman and committee's functions, to exercise a wise self-restraint. It must always be borne in mind that unnecessary action might jeopardise future influence and obscure the merits of an otherwise sound view. These principles are, I think, amply borne out by the work of the chairman and committee in the past year, and I think we may congratulate them on the policy of wise restraint they have pursued. I must join with the chairman in expressing regret at the untimely stroke of ill-fortune which has befallen our chairman, Mr. Murray Stewart. I am very sorry that he is not able to be present to-day to personally receive the endorsement of what has been mainly his work since the last annual meeting of this branch, and I am sure that I speak for the whole of the members when I hope that his illness will soon pass away and not affect his contemplated journey to Europe. (Applause.) I have much pleasure in seconding the proposal of the chairman.

The motion was carried unanimously. Mr. Robertson said that of the present members of committee Messrs Murray Stewart and J. W. C. Bonnar were departing shortly for Home, and did not seek reelection.

## BANDMANN OPERA COMPANY.

We would draw the attention of our readers to the important announcement in connection with the booking arrangements of the Bandmann Opera Company appearing in our advertising columns.

The Daily Chronicle has inserted two young men at Waidstone who are making a pile of money as holders. One describes himself as a "human x-ray," while the other claims power to kill by will. It is interesting to note that these holders were formerly a sanitary inspector and a horticulturist.

## DON'T NEGLECT YOUR FAMILY.

When you fail to provide your family with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at the close of the year, you are neglecting them, so beware of neglecting a remedy that is so lowly and so easily obtained, and which is so easily known to fail even in the most severe and dangerous cases, and its cost is not beyond the means of any one. For sale by all Chemists and Druggists.

## ALLEGED FRAUDULENT PREFERENCE.

Before the Chief Justice Sir Francis Pigott, at the Bankruptcy Court this morning, the claims against Messrs Melcher and Co., by Mr. A. M. Fletcher, Deputy Official Receiver, in the bankruptcy of the Kwong Sang firm, were continued.

Mr. E. Potter, appeared for the Official Receiver, instructed by Mr. C. D. Wilkinson, and Mr. M. W. Slade, K.C., appeared for Messrs Melcher and Co., instructed by Mr. Hong.

Mr. Potter said it was an application that certain payments made to Messrs Melcher and Co. should be set aside on the ground that such payments were fraudulent preference under section 41 of the Bankruptcy Ordinance. Wong Yat Cho was the managing partner of the firm and at the last hearing he had given a firm of the facts but this man was not in the Colony. He had since returned and was now here.

His Lordship—I am puzzled about the procedure. Mr. Potter—From his affidavit and if the other side wants to cross-examine him they give the Official Receiver notice to produce him. It is the ordinary practice.

His Lordship—Is the affidavit made because the motion is made? Mr. Potter—It is made to be used in the motion. A copy is served on the other side and if they wish to cross-examine him they give notice to produce him.

Mr. Slade said it was not compulsory to proceed by motion. The older method was that an issue was directed to be tried in the Bankruptcy Court which was preferable because it was cheaper. An affidavit, although perfectly correct, might be somewhat misleading. It was not the man's own phraseology but the phraseology of the person framing the affidavit.

His Lordship—What happens then? Do you wish to examine him? Mr. Potter—It may be so.

Mr. Slade—The ordinary practice when a witness is called for cross-examination, the party whose witness he is has then the right to re-examine him in the ordinary form.

His Lordship—There is the possibility of his being a hostile witness. Mr. Slade—If your lordship is satisfied that he is a hostile witness your lordship can give permission to re-examine him.

Wong Yat Cho was called and stated that all the partners were considered to be wealthy men, and he believed them to have owned wealthy estates in Singapore. By reason of their good reputation the firm was able to obtain large credit. If the Chui Fu Lan and the partners paid up their indebtedness to him the firm would have a surplus of about \$10,000. At the time the payments were made to Messrs Melcher and Co., he half believed that the Chui Fu Lan would be able to meet their liabilities or at any rate a portion of them or that means would be devised to pay of the debts. The foreign firms pressed him and he did his best to pay off his debts. In consequence of the failure of the Chui Fu Lan his credit was impaired and his creditors came and asked for payment more frequently than before, several times a day. Witness pressed them who owned him money and sold what goods he could to pay his creditors off. He was afraid of being made bankrupt. By making certain payments he kept his creditors quiet and they were satisfied with something on account. Although they did not threaten action he gave them something on account to pacify them. He continued to hope to pay them off until his place was seized, then he gave up all hope. The premises were seized in execution.

In re-examination by Mr. Potter witness said he underwent his public examination in bankruptcy in November 1910. The hearing was adjourned.

## DEATH OF MR. V. BRAGA.

The death is announced from Shanghai of Mr. V. E. Braga, who during the early twenties was a prominent foreign resident in Japan. The Japan Chronicle says: After serving in the Hongkong Mint from January 1897 to November 1897, Mr. Braga came to Japan to superintend the working of the then recently established Imperial Japanese Mint in Osaka, the plant having been brought to Japan from Hongkong. The result of the establishment of the Mint at Osaka, to quote Professor Chini-borin, was that "Oriental confusion made way for a uniform coinage equal to any in the world." Mr. Braga's work in the Mint gave great satisfaction, and he was honoured by His Majesty the Emperor with a present of silk. In 1898 Mr. Braga joined the Finance Department in Tokyo. Mr. Braga was in the capital Mr. Braga introduced a number of innovations into the working of the Department, including the most up-to-date foreign methods of book-keeping, all of which tended to make for general efficiency. On leaving the Finance Department, Mr. Braga received a warm testimonial from Count Okuma, then Minister of Finance. In the course of one letter Count Okuma said: "Everything is now in perfect order, for which we are all very grateful, and it is a result of your painstaking labours. Especially do I refer to the bookkeeping, which you have taught to numerous men in the Mint, and which you were the first to introduce into this Empire." During his residence in Tokyo Mr. Braga was honoured with the acquaintance of many Japanese officials who in later years attained exalted positions, and the late Prince Ito was on very friendly terms with Mr. Braga. From 1897 to 1899 Mr. Braga was Portuguese Vice-consul in Kobe, and during that period he formed a large circle of friends in this community, who will grieve to learn of his death.

Mr. Braga leaves two sons and a daughter, with whom, deeply sympathetic, will be felt. One of his sons is an accountant in the Hongkong and Shanghai Bank at Kobe, while the other son, Mr. J. P. Braga, was until recently the Manager of the Hongkong Telegraph.

## Drug Needs

FOR NOW

WE try to conduct our store so that whenever you need any Sick Room, Bath, Toilet, or Household Drug or appliance, our name will instantly come to mind. Let us emphasize that

Our Stocks are Right—  
Our Goods are Right—  
Our Prices are Right—  
Our Service is Right—

We dispense prescriptions accurately as written by your physician, using none but purest quality, full strength drugs and chemicals. Our Double-check system protects you against errors.

WATKINS, Ltd.

CHEMISTS.

31, Queen's Road Central, HONGKONG.

VICTORIA SKATING RINK,

DES VOUTX ROAD CENTRAL, Opposite the Central Market.

The Company has decided to REDUCE THE PRICES from 1st APRIL, 1911, to the end of the season.

FIVE SESSIONS EVERY DAY. Hongkong, November 29, 1910. 1441

THE EDWARD DISPENSARY, C. KAMMING & CO., LD.

CHEMISTS, DRUGGISTS, etc. MANAGER—CHENG KAM MING (late Head Dispenser, Government Civil Hospital).

PRESCRIPTIONS ACCURATELY DISPENSED. PURE DRUGS. PATENT MEDICINES. PRICES MODERATE.

62A, Queen's Road Central, Hongkong, February 9, 1911. 1294

VOLUNTEER NOTES.

BLAKE SHIELD COMPETITION. The following is the result of the Blake Shield Competition on 1st April:— 1st. No. 4 Artillery Company H.E.V.A. 2nd. No. 3 3rd. Infantry Company.

RAILWAY MEETING, EASTER MONDAY, APRIL 17TH. Sufficient entries have not yet been received to justify a meeting being held. Members are requested to forward their entries as soon as possible. Entry forms can be obtained at Headquarters. Entries close on Monday, 10th April, at noon.

TOPOGRAPHY AND SIGNALING CLASSES. At Headquarters on Tuesday 11th and Friday 14th April at 5.30 p.m.

AMBULANCE CLASSES. More names are required for this class which will be started as soon as sufficient names are received.

EQUIPMENT. All equipment not yet returned, must be returned to store at once.

OF LEAVE. Private H. W. Poley of the Infantry Company is granted leave of absence for 12 months with effect from the 18th April.

EXTRACT FROM THE HONGKONG GOVERNMENT GAZETTE.

MENT JACQUE. His Excellency the Governor has been pleased to accept the resignation by Lieutenant J. Johnstone of his commission in the "Scotch" Company of the Hongkong Volunteer Corps.

His Excellency the Governor has been pleased to approve that Captain George Edward Stewart of the Shanghai Volunteer Corps be attached to the Hongkong Volunteer Corps with effect from this date.

TO A COMPANY H.E.V.A. The fifth and final sheet of the monthly competition, takes place at King's Park Range on Sunday afternoon, April 9th, at 2.15 p.m. The prizes will be presented to the successful competitors at the Corps Dinner which is to be held at Headquarters on April 22nd.

## HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL (WITH LIBERTY T-SHIPS AT MALABAR COAST).

FOR BOSTON AND NEW YORK: S.S. CHAZEE. On or about 14th April. S.S. SAINT PATRICK. On or about 14th April. S.S. MONTROSE. On or about 2nd May.

For Freight & further particulars apply to DODWELL & CO., LTD., Agents.

## NATAL LINE OF STEAMERS.

TAKING Cargo on through Bill of Lading to SOUTH AFRICAN PORTS with transshipment at: CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD. AND "AFRICAN LINE" Proposed Sailings from Hongkong

Steamers from Hongkong.	On or about	Connecting at Calcutta with	On or about
C. AFGAR	April 8th	UMLAZI	May 10th
FOOKSANG	April 16th	do	do

For Freight and further particulars apply to DODWELL & CO., LTD., Agents.

## EXPANDED METAL

FOR PLASTER WORK AND REINFORCED CONCRETE CONSTRUCTION

AS USED IN CEILINGS, PARTITIONS, EXTERIOR WALLS, FOUNDATIONS, FLOORS, ROOFS, &c.

NUMEROUS IMPORTANT WORKS IN GREAT BRITAIN AND AMERICA.

FOR PLASTER WORK AND REINFORCED CONCRETE CONSTRUCTION

THE PREMIER REINFORCING MEDIUM STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION.

Quotations for any description of Machinery or Engineering Plant on Application to DODWELL & CO., LTD., MACHINERY DEPT.

## OREGON PINE LUMBER

LARGE STOCK OF ALL SIZES ON HAND.

The British Wood Preservative "ANTHROL"

Destroys WHITE ANTS and prevents decay.

DODWELL & CO., LTD., Agents.

## JOHN &amp; ROBERT HARVEY &amp; CO., LIMITED.

ESTABLISHED 1770.

THE Undersigned have been appointed SOLE AGENTS in Hongkong and Canton for the above Company's

WHISKIES.

DODWELL & CO., LTD.

INVESTED FUNDS Over £2,000. PAID DAILY IN CLAIM.

THE STANDARD LIFE OFFICE.

£1,000 POLICY FOR £2.0.8.

The above monthly premium will secure a £1,000 Policy on a good life aged 25 next birthday.

PREMIUMS BY MONTHLY INSTALLMENTS WITHOUT EXTRA CHARGE.

For rates and full particulars apply to DODWELL & CO., LTD., Agents.

Over £2,000. PAID DAILY IN CLAIM.

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£1,000 POLICY FOR £2.0.8.

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PREMIUMS BY MONTHLY INSTALLMENTS WITHOUT EXTRA CHARGE.

For rates and full particulars apply to DODWELL & CO., LTD., Agents.

Over £2,000. PAID DAILY IN CLAIM.



## Shipping

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI, MOJI, KOBÉ, SINGAPORE, PENANG, AND YOKOHAMA	CHINA	About 10th April	Freight and Passage.
LONDON & ANTWERP	BERNE	About 10th April	Freight and Passage.
SHANGHAI	ASSAYE	About 10th April	Freight and Passage.
LONDON, via Suez, Port Said, and Port Said	DELHI	About 10th April	See Special of Call.
SHANGHAI, MOJI, KOBÉ, SINGAPORE, PENANG, AND YOKOHAMA	SUMATRA	About 20th April	Freight and Passage.

P. & O. S. N. Co.'s Office. E. A. HEWETT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec to St. John, N.B.

From Hongkong	From St. John, N.B.	From Quebec
EMPERESS OF CHINA, SATURDAY, 8th APRIL.	EMPERESS OF IRELAND, FRIDAY, 8th MAY.	
EMPERESS OF INDIA, SATURDAY, 18th APRIL.	ALLAN LINE, FRIDAY, 28th MAY.	
EMPERESS OF JAPAN, SATURDAY, 28th APRIL.	EMPERESS OF BRITAIN, FRIDAY, 16th JUNE.	
EMPERESS OF CHINA, SATURDAY, 10th JUNE.	ALLAN LINE, FRIDAY, 7th JULY.	
EMPERESS OF INDIA, SATURDAY, 28th JUNE.		

Empress' Steamships leave Hongkong at 7.00 A.M. and 'Monteagle' at 12 Noon. All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec or St. John, N.B. with Atlantic Mail Steamers to show above.

The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,000 tons, speed 30 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent) by Canadian Pacific direct line) have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Ministers of the Navy, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

E. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (return intermediate) the accommodation and commissariat being excellent in every respect.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port \$245.

Via New York \$245.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

## OREGON-WASHINGTON RAILROAD &amp; NAVIGATION CO. FOR PORTLAND, via MOJI, KOBÉ, YOKOHAMA &amp; SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	Tons	CAPTAIN	To SAIL
STRATHLYON	4400	J. R. Shaw	April 18th.
RYGGA	2907	Eivind Meyer	May 8th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

## DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY &amp; FOOCHOW AND RETURN.

(Occupying 5 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
HAIYANG	Capt. W. C. Passmore	FRIDAY, 7th April, at 11 A.M.
HAIYANG	Capt. A. E. Hodgkin	TUESDAY, 11th April, at 11 A.M.
HAIYANG	Capt. J. S. Rouse	FRIDAY, 14th April, at 11 A.M.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK &amp; CO.,

General Managers.

## FOR SWATOW AND RETURN.

(Occupying 3 Days)

STEAMSHIP	CAPTAIN	To SAIL
HADIUN	Capt. J. W. Evans	SUNDAY, 8th April, at 10 A.M.
HADIUN	Capt. J. W. Evans	WEDNESDAY, 12th April, at 11 A.M.

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK &amp; CO.,

General Managers.

## SWEDISH EAST ASIATIC CO., LIMITED.

## GÖTTENBURG.

## PROJECTED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	DATE OF SAILING
SHANGHAI, YOKOHAMA & PEKING	CHINA	22nd April.

For Freight and further Particulars, apply to

Olof Wijk &amp; Co.,

CHINA AGENCIES,

AKTIEBOLAG.

TELEPHONE No. 171.

Hongkong, January 13, 1911.

## Shipping.

## U. S. MAIL LINE.

## PACIFIC MAIL S.S. COMPANY.

## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Japan, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	SAILING DATES
MANCHURIA	27,000	SATURDAY, 8th April, at 5 p.m.
MONGOLIA	27,000	SATURDAY, 22nd April, at 1 p.m.
KOREA	18,000	FRIDAY, 27th May, at 1 p.m.
MANCHURIA	27,000	FRIDAY, 2nd June, at 1 p.m.
MONGOLIA	27,000	SATURDAY, 16th June, at 1 p.m.
KOREA	18,000	FRIDAY, 11th Aug., at 1 p.m.
MANCHURIA	27,000	SATURDAY, 24th Aug., at 1 p.m.

All Steamers are equipped with Wireless Telegraphy.

The s.s. MANCHURIA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, the 8th April, at p.m.

Fares: Hongkong to London, £71, 10, 0. Return six months £120 24 months £215; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application. To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia. To United States Ports: Commissioned Officers of the Governments of China and Japan. To United States Ports: U.S. Consular Generals, the United States Army, Navy, U.S. P.B. & M.H. Services, U.S. Consular Generals, and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: U.S. Consular Generals, the United States Army, Navy, U.S. P.B. & M.H. Services, U.S. Consular Generals, and Vice-Consuls stationed at Ports of Call. Those Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

## INTERMEDIATE SERVICE.

Asia	Tons	FRIDAY	21st April	at 1 p.m.
Persia	9,000	FRIDAY	19th May	at 1 p.m.
China	10,200	FRIDAY	10th May	at 1 p.m.

The s.s. ASIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, April 21st, at 1 p.m.

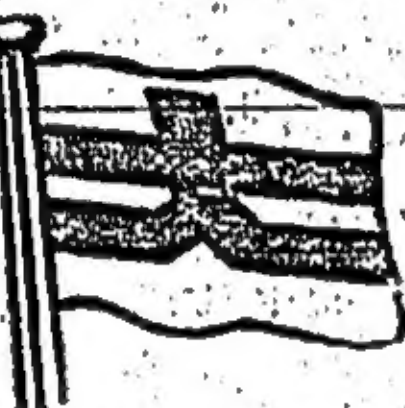
On the Fine MAIL Steamers, ASIA, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London, via Canadian Atlantic Ports...\$245.

Hongkong to San Francisco...\$225.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, King's Bazaar (opposite Blake Pier).

FRED J. HALTON, Agent.



## OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED

## SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION).

## TRANS-PACIFIC SERVICE

Connecting at TACOMA with

## THE CHICAGO, MILWAUKEE &amp; PUGET SOUND RAILWAY

## AND THE CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves
VICTORIA, B.C. & TACOMA, via NAGASAKI, KOBÉ, YOKOHAMA, AND YOKOHAMA	CHICAGO-MARU	6,182	Wednesday, 19th Apr., Daylight
VICTORIA, B.C. & TACOMA, via SHANGHAI, MOJI, KOBÉ AND YOKOHAMA	CANADA MARU	—	Tuesday, 2nd May, Daylight

The Co.'s newly built steamers have fast speed. Superior accommodation for steamer passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
ANPING & TAKAO	YERIMO MARU	SATURDAY, 8th Apr., at 8 p.m.
TAMSUI via SWATOW & AMOY	DAIGI MARU	SUNDAY, 9th Apr., at 10 A.M.
ANPING, via SWATOW & SOGBU	MARU	WEDNESDAY, 13th Apr., at 8 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
NAPLES, GENOA, ALGIER, KLEIST, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	Capt. O. Finkbe.	(17,000)	WEDNESDAY, 10th April, at Noon.
SHANGHAI, TSINGTAU, KOBÉ & YOKOHAMA	PRINZ LUDWIG, Capt. F. v. Bismar.	(13,000)	FRIDAY, 8th April, at 8 a.m.
MANILA, YAP, ANGAUR, MARONI, PRINZ WALEDMAR, SAMARANG, SOERABAYA, BARE, SYDNEY & MELBOURNE	Capt. F. Isido.	(6,100)	SATURDAY, 22nd April, at Daylight.
KOBÉ AND YOKOHAMA	PRINZ SIGISMUND, Capt. D. Lenz.	(6,000)	FRIDAY, 2nd May, at Noon.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sambill.	(6,050)	End of April.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd.

MELOERS &amp; CO.

General Agents, Hongkong &amp; China.

## Shipping

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SHANGHAI via SWATOW	CHOYSANG	THURSDAY, April 6, at Noon.
MANILA	LOONGSANG	SATURDAY, April 8, at 2 p.m.
SHANGHAI, KOBÉ AND MOJI	NAISING	TUESDAY, April 11, at Noon.
SINGAPORE, PENANG AND CALCUTTA	FOOKSANG	SATURDAY, April 15, at Noon.
MANILA	YUENSANG	SATURDAY, April 15, at 2 p.m.

## RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers Kufeng, Namang and Fookang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON &amp; Co., Ltd.,

General Managers.

## CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To SAIL
SWATOW, AMOY & SHANGHAI	TEIENTSIN	April 7, at 3 p.m.
HAIPHONG	SERAN	April 8, at 10 a.m.
SHANGHAI	CHINCHU	April 8, Midnight.
MANILA, CEBU & ILOILO	TEAN	April 11, at 4 p.m.
TSINGTAU, WEIHAIWEI & TIENTSIN	KEICHOW	April 11, at 4 p.m.

## AUSTRALIAN PORTS.

For	STEAMERS	To SAIL
SHANGHAI	ANHUI	April 13, at 4 p.m.
MANILA, CEBU & ILOILO	KATON	April 18, at 4 p.m.

## DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUL'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Teon' & 'Taming'. Saloon accommodation; Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of 44. 'Kaifong' is situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—S.S. 'Anhui', 'Chenan', 'Linan', 'Chinhu'—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloons. Leave Hongkong for Shanghai direct every Thursday and Sunday; taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	TANGO MARU, Capt. K. Kawara, Tons 8000	WEDNESDAY, 12th April, at Daylight.
	KAMO MARU, Capt. F. L. Sommer, Tons 9000	WEDNESDAY, 26th April, at Daylight.
	AKI MARU, Capt. K. Homma, Tons 7000	WEDNESDAY, 10th May, at Daylight.
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, KAICHI & YOKOHAMA	TAMBA MARU, Capt. K. Noda, Tons 7000	TUESDAY, 25th April, at Noon.
	AWA MARU, Capt. Iizawa, Tons 7000	TUESDAY, 23rd May, at 4 p.m.
	SADO MARU, Capt. J. Richards, Tons 7000	SATURDAY, 25th Apr., from KOBÉ.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. K. Homma, Tons 6000	FRIDAY, 14th April, at Noon.
	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 12th May, at Noon.
NAGASAKI, KOBÉ AND YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 19th April, at Noon.
SHANGHAI, MOJI & KOBÉ	COLOMBO MARU, Capt. E. Combs, Tons 5000	WEDNESDAY, 12th April.
KOBÉ & YOKOHAMA	MISHIMA MARU, Capt. A. E. Moses, Tons 6000	THURSDAY, 13th Apr., at 11 a.m.
BOMBAY, via SINGAPORE, AND COLOMBO	BOMBAY MARU, Capt. J. Teramaki, Tons 5000	TUESDAY, 18th April.

§ Fitted with new system of wireless telegraphy.

† Cargo only. \* Carries Deck Passengers. † Calling at Keelung & Shimon.

## PASSENGER SEASON 1911

## Sailings and Passage Rates from Hongkong.

Steamers	Tons	Leave H.K.	To London, per New Steamer.
TANGO MARU	8000	12th April	1st Class \$ 550.00
KAMO MARU	9000	26th "	" " 2nd Class \$ 350.00
AKI MARU	7000	10th May	" " Old Str. 1st class \$ 500.00
MISHIMA MARU	6000	24th "	" " 2nd class \$ 330.00
KAGA	7000	7th June	" " " " \$ 435.00

## TO VICTORIA, B.C. &amp; SEATTLE, WASH., U.S.A.

Steamers	Tons	Leave H.K.	To Pacific Coast Common Points:
TAMBA MARU	7000	25th April	1st Class \$ 230
AWA	7000	23rd May	" " 2nd Class \$ 211
INABA	7000	20th June	To London via New York 1st Class \$ 230

With option of Rail between calling ports in Japan.

For further information as to Freight, Sailings, etc., apply to

T. KUSUMOTO, Manager.

## THE CHINA MAIL'S

## ILLUSTRATED SOUVENIR

of the British Section of the Kowloon-Canton Railway

Containing Photographic Illustrations of the magnificent scenery through which the line runs, a brief history of the project, an outline of the work accomplished, etc., etc.

JUST THE THING TO SEND HOME

PRICE 10 CENTS. EIGHT

For Sale at The China Mail Office

5 Wyndham Street.

Hongkong, Sept. 25, 1910.

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## Shipping.

## Shipping.

## Shipping.

## Notices to Consignees

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Tons	Leave Hongkong	Connection Steamers from Colombo to	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
DELHI	8000	Apr. 15	Mongolia	May 13	May 19
ASSAYE	7500	Apr. 29	Moran	May 27	June 2
DELTA	8800	May 13	Mooltan	June 10	June 16

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking. Fare to London (including Suez).

1st Saloon ..... £106.14 Single, £201.28 Return.  
2nd ..... £53.07 Single, £106.14 Return.  
3rd ..... £26.54 Single, £53.07 Return.

## INTERMEDIATE (Non-Transit) STEAMERS

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Tons	Leave Hongkong	Due London
* PALAWAN	4700	April 19	May 5
* BORNEO	4600	April 26	May 12
* SICILIA	6700	May 3	May 19
* SUMATRA	4600	May 10	May 26
* NILE	6700	May 17	June 2

These Steamers call also at Singapore, Penang, Colombo, and Marseilles. Fare to London (including Suez).

1st Saloon ..... £106.14 Single, £201.28 Return.  
2nd ..... £53.07 Single, £106.14 Return.  
3rd ..... £26.54 Single, £53.07 Return.

\* Carry 1st and 2nd Saloon Passengers.

For further particulars Apply to

E. A. HEWETT,  
Superintendent.MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

For	Steamers	Captain	To Sail
SHANGHAI, KOBE AND YOKOHAMA	TOURANE	LANCELIN	April 10, 1 p.m.
MARSEILLES, Via Ports	POLYNESIE	DAUPHIN	April 11, at 1 p.m.

TRANSFERRING on the Co's Steamers at SHANGHAI for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

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## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

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REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,  
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TAKING Cargo at through Rates to all European, North Continental and British Ports; also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

## NEXT SAILINGS FROM HONGKONG

Outward	Home
For Shanghai, Kobe & Yokohama	For Marseilles, Rotterdam & Hamburg
S.S. SUEVIA ..... 7th April.	S.S. ALBIS ..... 14th April.
S.S. BAYERN ..... 20th April.	S.S. RHEINFELT ..... 20th April.
S.S. FRIEDRICH ..... 5th May.	For Marseilles, Havre & Hamburg
S.S. SCANDIA ..... 18th May.	S.S. SENEGAMBIA ..... 28th April.
S.S. SLAVONIA ..... 4th June.	For Rotterdam, Hamburg & Awerp
S.S. SAXONIA ..... 15th June.	S.S. DELGRAVE ..... 10th May.
	For Havre, Bremen & Hamburg
	S.S. SUEVIA ..... 10th May.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

## PHILIPPINE STEAMSHIP Co.

Steamship	Tons	Captain	For	Leaving
ZAFIRO	4,000	M. C. Smith	Manila, Cebu & Iloilo	Monday, April 10, at 4 p.m.
REUBI	4,000	S. Crosby	Manila, Cebu & Iloilo	Tuesday, April 11, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

## THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C. & SEATTLE,  
via SHANGHAI and JAPAN PORTS.

Steamer	Tons	Captain	ON OR ABOUT
STRATHGORD	4380	LAMONT	13th April.
SUVERIO	4232	P. S. COWLEY	4th May.

To be followed by other steamers of the Company at regular intervals. The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers. The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Laceric" and "Ortic" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports. For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,

KING'S BUILDING, Prince Central.

## INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD  
THE QUICKEST FREIGHT TRANSPORT FROM THE  
ORIENT TO SOUTH AFRICA.

THROUGH SERVICE ON DIRECT LINES OF TRADING FROM HONGKONG TO BATAVIA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO.

## PROPOSED SAILINGS

FROM HONGKONG. (sailed) s.s. DUNERIC ..... 14th April  
18th April s.s. KATANGA ..... 12th May.

For Rates and further information, apply to

THE BANK LINE, LIMITED,  
(MANAGING AGENTS).

Hongkong, April 1, 1911.

## AMERICAN &amp; MANCHURIAN LINE.

HONGKONG TO BOSTON AND NEW YORK,

Via PORTS AND SUEZ CANAL.

(With LIBERTY TO CALL AT MALABAR COAST).

S.S. MATOPPO 8,550 Tons ..... on or about 24th April.

For Freight and further information apply to

THE BANK LINE, LIMITED,  
AGENTS.

American &amp; Manchurian Line.

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE:

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
* CHIOYU MARU	21,000	W. W. GREENE	Friday, April 14, 1 p.m.
* AMERICA MARU	11,000	A. G. STEVENS	Friday, May 5, 1 p.m.
* TENYO MARU	21,000	E. BEST	Friday, May 12, 1 p.m.
* NIPPON MARU	11,000	H. S. SMITH	Friday, June 2, 1 p.m.

\* Triple Screw, turbine engines. \* Twin Screw.  
All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.  
The Triple Screw Steamer 'CHIOYU MARU' will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 14th April, at 1 p.m.

## SOUTH AMERICAN LINE:

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO)

Only Regular Direct Service to Mexico, Peru, and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
BUYO MARU	10,500	K. HAMAMOTO	Wednesday, April 10, 1 p.m.
HONGKONG MARU	11,000	H. HOKUMATSU	Saturday, June 17, 1 p.m.
KIYO MARU	17,200	H. NISHI	Tuesday, Aug. 15, 1 p.m.

The Steamer 'BUYO MARU' will be despatched for VALPARAISO and CORONEL, via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO and IQUIQUE, on TUESDAY, the 19th April, at 1 p.m.

FARES FROM HONGKONG:  
to SAN FRANCISCO ..... £ 45. 0.0, Single.  
to NEW YORK ..... £ 60. 0.0, "  
to LONDON ..... £ 71. 10.0, "  
" ..... £ 125. 0.0, Return 6 months.  
" ..... £ 125. 0.0, " 24 "  
" SALINA CRUZ on MANZANILLO ..... Yen. 420.00, Single.  
" VALPARAISO ..... Yen. 670.00.

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.  
To European Ports - Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Governments of China and Japan.  
To Canadian and United States Ports - Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.  
To all Points - Missionaries and their families.  
(These concessions apply to San Francisco line only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The 'TENYO MARU' and 'CHIOYU MARU' are fitted with Turbine Engines and Triple Screw. Records speed 24 knots.  
Through Bills of Lading issued to North, Central and South American Ports.  
For further particulars as to Passage and Freight apply to

K. MATSUDA, Local Manager.

KING'S BUILDING (Opposite Blake Pier).  
Hongkong, January 27, 1911.

## A HISTORY OF UNION

## CHURCH

BY THE REV. G. H. BOND FIELD and  
BY DYER BALL, M.B.A.S.

Edited by Rev. C. H. HICKLING.

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5, Wyndham Street.

Price ..... \$1.00

## A RABLE

## THROUGH

## SOUTHERN FORMOSA.

With Woodcut.

Price ..... 50 cents

To be had at the 'CHINA MAIL' Office.

## THE EASTERN &amp; AUSTRALIAN MAIL SERVICE

## TO AUSTRALIA.

## MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

Steamers	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	April 7	April 20th, at Noon.
ST. ALBANS	May 5	May 27th at Noon.
EASTERN	June 2	June 24th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON &amp; CO.

Agents

Hongkong, November 2, 1908.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, etc.

Head Office for the Far East: 16, DES VUEX ROAD CENTRAL, HONGKONG.

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TICKETS supplied to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the World. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

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Hongkong, April 4, 1908.

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DR. FAITH LEONG,

Graduate of the College of Physicians.

Surgeons, Oldland, Cyl.

Hongkong, August 13, 1909.

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Consultation Free.

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## LIMITED.

## TIME TABLE

## WEEK DAYS

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 10.00 a.m. Every 10 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 8.00 p.m. Every 15 minutes.

## SUNDAYS

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.30 a.m. to 10.30 a.m. Every 30 minutes.

10.30 a.m. to 10.45 a.m. Every 15 minutes.

11.00 a.m. to 11.15 a.m. Every 15 minutes.

11.45 a.m. to 12.00 a.m. Every 15 minutes.

12.00 a.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 1.45 p.m. Every 15 minutes.

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10.30 p.m. to 10.45 p.m. Every 15 minutes.

10.45 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 11.15 p.m. Every 15 minutes.

11.15 p.m. to 11



